

## Amendments

### In the Claims:

1. (Presently Amended) A system ~~System~~ for transmitting a signal indicating a the functioning condition of a tire, comprising:

~~the system co-operates with~~ a device signalling an the inflating condition of the tire, wherein a movable group is capable of detecting found in a first loading position when a the tire pressure is higher than a the pre-established value that indicates the tire is suitable for standard use; [.]

wherein the movable group is capable of detecting found, on the contrary, in a second unloading position when the tire pressure is lower than the a pre-established value that indicates and, therefore, the tire is not suitable for a standard use; [.]

wherein the movable group consisting of, at least comprises, a sensor, an amplifier, a transducer and an actuator, and [.]

~~the system is characterised by the fact that it is fitted with a switch that activates an apparatus sending a warning signal picked up by a receiver commuting from a first to a second condition which is opposite to the first one when the movable group passes from the first loading position to the second unloading position to activate an apparatus sending a warning signal picked up by a receiver.~~

2. (Presently Amended) The system ~~System~~ for transmitting as in claims 1, wherein the receiver is located aboard the vehicle.

3. (Presently Amended) The system ~~System~~ for transmitting as in claims 1, wherein the signalling device is fitted with a first member for feeding energy for sending a warning signal.

4. (Presently Amended) ~~The system~~ System for transmitting as in claim 1, wherein the signalling device further comprises a second member for feeding energy for carrying out the processing functions inside the device.
5. (Presently Amended) ~~The system~~ System for transmitting as in claim 1, wherein the apparatus sends a signal indicating the charge condition of ~~an~~ the electric generator ~~generators~~.
6. (Presently Amended) ~~The system~~ System for transmitting as in claim 1, wherein a first processing function of the apparatus ~~comprises~~ consists in the transmission, at pre-established time periods, of signals indicating the own proper functioning condition.
7. (Presently Amended) ~~The system~~ System for transmitting as in claim 1, wherein, in order to save energy, the transmission of the signal of the proper functioning condition of the apparatus, at pre-established time periods, is not enabled when the ~~movable~~ group ~~activates~~ commutes the switch.
8. (Presently Amended) ~~The system~~ System for transmitting as in claim 1, wherein, in order to identify the tire in failure and to limit the probability to receive signals from the devices out of the own vehicle, every single apparatus uses an own identifying code.
9. (Presently Amended) ~~The system~~ System for transmitting as in claim 8 +, wherein the apparatus comprises a receiver ~~that~~ ~~÷the receiver~~ carries out a self-learning function to associate every single apparatus to the tire on which the apparatus is mounted, ~~wherein~~ ~~÷for this purpose~~ the receiver associates the ~~identifying~~ codes received according to ~~a~~ the pre-fixed sequence to ~~a~~ the pre-established position of any single wheel and it identifies the loading sequence.
10. (Presently Amended) ~~The system~~ System for transmitting as in claim 1, wherein ~~a~~ the signal ~~indicating correct of right~~ functioning of a tire ~~that is sent during the first~~ loading is used by the receiver for the self-learning of the position of every single tire

relating every single installed apparatus; it is, in fact, sufficient to follow a pre-established loading sequence of the mounted devices, the total number of which is equal to the number of wheels of the vehicle, eventually including the spare wheels.

11. (Presently Amended) The system System for transmitting as in claim 1, wherein to associate every single apparatus to every single tire, a pre-established activation sequence is used to associate every single apparatus to every single tire the first received code is associated to a first wheel, the second code to a second wheel, etc until the wheel n, being n the total number of wheels to be controlled.

12. (Presently Amended) The system System for transmitting as in claim 1, wherein, ~~in order to save energy,~~ a movement sensor of the wheel is further provided ~~in the apparatus, said sensor co-operating to prevent the transmission of the signal~~ indicating correct of the right functioning of the apparatus ~~sent at pre-established time periods~~ when the vehicle is stationary.

13. (Presently Amended) The system System for transmitting as in claim 1, wherein the apparatus is fitted with an autonomous generator of electricity formed by a winding linked to a magnetic field.

14. (Presently Amended) The system ~~System~~ for transmitting as in claim 1, wherein the apparatus is fitted with an autonomous generator of electricity formed by a winding linked to a magnetic field comprising consisting of a magnet fixed on the structure of the vehicle near the wheel.

15. (Presently Amended) The system System for transmitting as in claim 1, wherein the apparatus is fitted with a receiving circuit in order to operate with obtain a bi-directional transmitting system that limits ~~capable of limiting~~ the feeding of energy just when the vehicle is running.